बम्बई, औरंगाबाद और खजुराहो के बीच विमान सेवा

826. **श्री सुशील कुमार संभाजीराव शिंदे :** क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने पर्यटन को बढ़ावा देने और विदेशी पर्यटकों की सुविधा के लिए बम्बई से औरंगाबाद और बम्बई से खजुराहो के लिए विमान सेवा प्रारम्भ करने की घोषणा की थी; और

(ख) यदि हां, तो इन विमान सेवाओं को प्रारम्भ करने के लिए सरकार क्या कदम उठा रही है ?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आजाद) : (क) जी, हां।

(ख) इंडियन एयरलाइंस बम्बई और औरंगाबाद के बीच एक दैनिक उड़ान का परिचालन करती है। तथापि, परिचालनात्मक तंगी के कारण इंडियन एयरलाइंस की इस समय बम्बई और खजुराहो के बीच सेवा आरंभ करने की कोई योजना नहीं है।

Privatisation of the Air India and the Indian Airlines

827. SHRI RAMENDRA KUMAR YADAV 'RAVI': Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Tata Committee has recommended the privatisation of the Air India and the Indian Airlines;

(b) if so, what are the deatils thereof and also the reasons therefor;

(c) what are the reasons for the Indian Airlines incurring losses during each of the last three years; and

(d) the short-term and long-term measures taken or proposed to be taken to reduce the losses?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) The Tata Committee had recommended partial privatisation of units in the Civil aviation sector since the Government may not find it possible to provide additional equity capital to these units due to paucity of resources.

(c) Indian Airlines has incurred losses during the last three years. The details are given below:—

	Before Tax
	(Rupees in crores)
1989-90	15.04
1990-91	64.39
1991-92	198.65

The losses were mainly due to the grounding of A320 fleet, downward adjustment of Indian rupee vis-a-vis major international currencies in July, 1991 heavy incidence of fixed expenses of A320 fleet, increase in fuel price, insurance premium rates and landing rates and additional burden on account of purchase of foreign exchange at market rates.

(d) *Short-term steps:*

— Monitoring of schedules, matching with demand.

— Economy in aircraft fuel consumption by—(a) shortening of routes; (b) optimization of speed schedules/cruising levels, etc.

—Frequent preflight checks to avoid wastage on food uplift/catering items.

— Reduction in overtime wherever possible.

— Deferment/avoidance of expenditure of capital nature unless considered essential for operational reasons.

Long-term steps

— Induction of modern technology and fuel efficient aircraft to the network.

— Improvement in productivity.

Life Development Programme to enhance the cycles of various che-